



The
Patent
Office

PCT / IB 00 / 00409

23.04.00



INVESTOR IN PEOPLE

28/0

IB00/00409

The Patent Office
Concept House
Cardiff Road
Newport
South Wales
NP10 8QQ



REC'D 27 APR 2000

PCT

I, the undersigned, being an officer duly authorised in accordance with Section 74(1) and (4) of the Deregulation & Contracting Out Act 1994, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of the documents as originally filed in connection with the patent application identified therein.

In accordance with the Patents (Companies Re-registration) Rules 1982, if a company named in this certificate and any accompanying documents has re-registered under the Companies Act 1980 with the same name as that with which it was registered immediately before re-registration save for the substitution as, or inclusion as, the last part of the name of the words "public limited company" or their equivalents in Welsh, references to the name of the company in this certificate and any accompanying documents shall be treated as references to the name with which it is so re-registered.

In accordance with the rules, the words "public limited company" may be replaced by p.l.c., plc, P.L.C. or PLC.

Re-registration under the Companies Act does not constitute a new legal entity but merely subjects the company to certain additional company law rules.



Signed

Dated

28 MAR 2000

The
Patent
Office

24MAR99 E435061-21 D00068

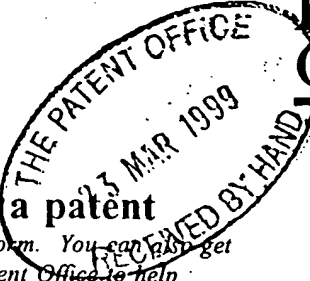
F01/7700 0.00 - 9906746.4

The Patent Office

Cardiff Road
Newport
Gwent NP9 1RH

Request for grant of a patent

(See the notes on the back of this form. You can also get an explanatory leaflet from the Patent Office to help you fill in this form)



1. Your reference **87678/PRS/VU**

2. Patent application number
(The Patent Office will fill in this part) **9906746.4**

3. Full name, address and postcode of the or of each applicant (underline all surnames)
**NOKIA TELECOMMUNICATIONS OY
KEILALAHDENTIE 4
02150 ESPOO
FINLAND**

Patents ADP number (if you know it)

If the applicant is a corporate body, give the country/state of its incorporation

FINLAND

6208193006

4. Title of the invention **VEHICLE TELEPHONE SYSTEM**

5. Name of your agent (if you have one)
"Address for service" in the United Kingdom to which all correspondence should be sent (including the postcode)
**PAGE WHITE & FARRER
54 DOUGHTY STREET
LONDON
WC1N 2LS
UNITED KINGDOM**

Patents ADP number (if you know it)

1255003

6. If you are declaring priority from one or more earlier patent applications, give the country and the date of filing of the or of each of these earlier applications and (if you know it) the or each application number	Country	Priority application number (if you know it)	Date of filing (day / month / year)

7. If this application is divided or otherwise derived from an earlier UK application, give the number and the filing date of the earlier application	Number of earlier application	Date of filing (day / month / year)

8. Is a statement of inventorship and of right to grant of a patent required in support of this request? (Answer 'Yes' if:
a) any applicant named in part 3 is not an inventor, or
b) there is an inventor who is not named as an applicant, or
c) any named applicant is a corporate body
See note (d)) **YES**

9. Enter the number of sheets 1 any of the following items you are filing with this form.
Do not count copies of the same document

Continuation sheets of this form

Description	6
Claim(s)	5 <i>SW</i>
Abstract	1
Drawing(s)	3+3

10. If you are also filing any of the following, state how many against each item.

Priority documents

Translations of priority documents

Statement of inventorship and right to grant of a patent (Patents Form 7/77)

Request for preliminary examination and search (Patents Form 9/77)

Request for substantive examination (Patents Form 10/77)

Any other documents
(please specify)

11. I/We request the grant of a patent on the basis of this application.

Signature

Date

P. J.

23 MARCH 1999

12. Name and daytime telephone number of person to contact in the United Kingdom

P R SLINGSBY

0171 831 7929

Warning

After an application for a patent has been filed, the Comptroller of the Patent Office will consider whether publication or communication of the invention should be prohibited or restricted under Section 22 of the Patents Act 1977. You will be informed if it is necessary to prohibit or restrict your invention in this way. Furthermore, if you live in the United Kingdom, Section 23 of the Patents Act 1977 stops you from applying for a patent abroad without first getting written permission from the Patent Office unless an application has been filed at least 6 weeks beforehand in the United Kingdom for a patent for the same invention and either no direction prohibiting publication or communication has been given, or any such direction has been revoked.

Notes

- If you need help to fill in this form or you have any questions, please contact the Patent Office on 0645 500505.
- Write your answers in capital letters using black ink or you may type them.
- If there is not enough space for all the relevant details on any part of this form, please continue on a separate sheet of paper and write "see continuation sheet" in the relevant part(s). Any continuation sheet should be attached to this form.
- If you have answered 'Yes' Patents Form 7/77 will need to be filed.
- Once you have filled in the form you must remember to sign and date it.

VEHICLE TELEPHONE SYSTEM

The present invention relates to a telephone system for use in a vehicle, which is applicable to cellular telephone systems such as GSM or DCS cellular systems and U.S. standard systems.

It is known that RF mobile telephones using cellular networks are not generally used in aircraft due to the belief that there is the possibility of interference with aircraft equipment.

It is also known that generally only fixed line systems are installed into aircraft. These fixed line systems are capacity limited so that the number of calls to and from an aircraft at any one time is limited to a few simultaneous calls.

Furthermore as any vehicle which has a satellite communication system, as the vehicle moves from a region of coverage provided by one satellite to that of another all calls must be individually "handed over". This can lead to calls being dropped.

It is an object of the present invention to at least partly mitigate the above problems.

According to the present invention there is provided a telephone system for a vehicle comprising a vehicle transceiver, on board said vehicle, and connectable to a cellular telephone network for bi-directional communication therewith, a server terminal, on board said vehicle, connected to said transceiver and having an identification address, a plurality of user terminals, distributed on board the vehicle, each capable of accepting an identity of a user of the cellular telephone system and each connected to said server terminal whereby a plurality of users may communicate simultaneously with said network via the server terminal, and a location data base for identifying users of the cellular telephone system when their identifies are accepted by respective user terminals and for associating those users with said identification address to permit communication to be established between those users and the cellular telephone

system via the server terminal.

Preferably the telephone system further comprises a plurality of interface systems each for providing a communication path between said transceiver and a switching network within a respective region, the switching network being connected to said telephone network and connectable to at least one of said interface systems when the vehicle is located in the region corresponding to that interface system thereby providing a communication path between said transceiver and said telephone network, and control apparatus operable to select which one of said interface systems should provide the communication path to the transceiver when the vehicle is located in the regions corresponding to a plurality of interface systems.

Conveniently the location data base is connected to said telephone network and is accessible to enable said network to locate each of said accepted users and thereby enable bi-directional communication between said telephone network and each of said identified users.

Advantageously the control apparatus is further operable to control simultaneously the handover of said established communication when the vehicle moves from a first one of said regions to a second one of said regions.

According to the present invention there is also provided a method of operating a telephone system within a vehicle to enable a plurality of users to simultaneously communicate with a ground based cellular telephone system, which method comprises establishing a fixed connection through a plurality of user terminals distributed on board the vehicle to a server terminal having an identification address, establishing a connection between said server terminal and an onboard transceiver, identifying users of the cellular telephone system when their identities are accepted by respective user terminals, and associating identified users with said identification address to permit simultaneous communication to be established between those users and the cellular telephone system via the server terminal.

The vehicle may suitably be an aircraft, train or boat.

An embodiment of the invention will now be described hereinafter by way of example only and with reference to the accompanying drawings in which:

Figure 1 is a schematic view of a telephone communication system.

Figure 2 is a schematic view of the vehicle telephone systems.

Figure 3 schematically shows the aircraft in transit.

In the drawings like reference numerals refer to like parts.

The telephone system of this example enables subscribers to a cellular mobile telephone system to use telephones within an aircraft without causing interference with the aircraft equipment. The system is particularly applicable to subscribers to a known GSM/DCS network in which the user has a SIM card which the user may locate in a receptor in a phone to use the services available to him. The system may however be used with any mobile telephone system.

In the general scheme shown in Figure 1 a plurality of users within an aircraft 10 are able to transmit or receive telephone messages through a transceiver located within the aircraft 10 which communicates via a satellite 12 to a ground earth station 14 using standard E1-link (CEPT E1) links 11 and 13. The ground earth station communicates through an internet protocol (IP) (WAN = Wide Area Network) to a mobile switching centre (MSC) linked to a public service telephone network (PSTN). The operation of the mobile switching centre, ground earth station 14, and public switching telephone network are conventional in established cellular telephone networks.

The IP system 16 is integrated into the conventional cellular network topology as one part of the network structure. It is one alternative medium to link the mobile traffic from one location to another. At GES the GI signal is converted into IP traffic.

Figure 2 illustrates the aircraft telephone system 20 in more detail. The transmission and receipt of telephone message to and from the aircraft 10 are handled by a transceiver which in the example is an aeronautical earth station (AES). The aeronautical earth station communicates with a satellite 12 via E1 link 11 in a conventional way.

The aeronautical earth station is connected to a server terminal 23 such as a PC server terminal via a fixed connection 22 which may be a CEPT-E1 2 Mbit fixed connection.

The PC has software which controls the mobile telephones 25 which are distributed throughout the aircraft 10. Each mobile telephone (or user terminal) is connected via a fixed connection 26 such as an RS-232 serial bus or universal serial bus (USB). The actual RS-232/USB network can be built by using twisted pair, fibre links or tiered star connections.

By connecting the user terminals to the server PC and transceiver 21 via fixed links RF interference is avoided. In order to ensure that no RF interference is created aircraft mobiles are provided which are permanently connected via connector 26 to the USB and which have no GSM RF emitting antenna. Passengers put their own SIM cards or other identifier in a receptor in the phone.

By inserting the SIM card into the aircraft mobile or by connecting the user's own mobile the user indicates when he wishes to use the telephone system so that he is identified by his own telephone number. This enables the user to be contacted in the aircraft and to utilise the services which are normally available and also allows the user to be identified for billing.

The mobile telephones 25 are connected into an Intranet cluster in the aircraft mobile network. When a user places his SIM card into the aircraft mobile telephone 25, or the telephone is connected to the transceiver via the PC server terminal and can thereby communicate with the ground based telephone network via satellite link. The mobile

switching centre which is part of the telephone network is updated with the SIM identity. The cellular network thereafter identifies that that the user is in the aircraft.

The server PC 23 has its own identification address which is equivalent to the address stored in the visitor location register (VLR) database in a conventional mobile switching centre (MSC). The database could be in any suitable form and stored at any suitable unit; in this example it is stored in an Intranet location register (ILR) database. The Intranet location register database is updated when the SIM card is replaced by a user in the aircraft so that the mobile has a new location area code (LAC). Each aircraft mobile network (AMNW) forms one location area and users in the aircraft are always associated with that area code when connected in the aircraft.

The provision of an Intranet mobile cluster whereby a plurality of users are associated with a single IP address allows the handover of calls to be carried out more conveniently. For example and with reference to Figure 3 the Inmarsat satellite system has at least three satellites 30 in orbit each of which covers a certain region or area over the globe 32. One handover area is above the Norwegian sea. As an aircraft moves from one region to another calls currently being made on board the aircraft must be handed over from one satellite and its associated ground earth station 14 to the next satellite and its associated ground earth station. The new routing ground earth station therefore has to be selected in accordance with the position of the aircraft. The telephone system therefore selects which one of the satellites and ground earth stations should provide the communication path to the transceiver when the aircraft is located in regions corresponding to more than one satellite to provide the strongest signal. As the aircraft moves from one region to another the IP address of the aeronautical mobile network remains the same. This minimises the chance that the short satellite link timeout, which affects calls to and from the aircraft, results in calls being dropped.

It will be appreciated that the use of the fixed connection in the aircraft telephone system prevents interference with the aircraft equipment. Furthermore the use of the described aircraft telephone system allows many users to make simultaneous calls to or from the aircraft.

The invention is not limited to the details of the foregoing example.

CLAIMS

1. A telephone system for a vehicle comprising:
 - a vehicle transceiver, on board said vehicle, and connectable to a cellular telephone network for bi-directional communication therewith;
 - a server terminal, on board said vehicle, connected to said transceiver and having an identification address;
 - a plurality of user terminals, distributed on board the vehicle, each capable of accepting an identity of a user of the cellular telephone system and each connected to said server terminal whereby a plurality of users may communicate simultaneously with said network via the server terminal; and
 - a location data base for identifying users of the cellular telephone system when their identifies are accepted by respective user terminals and for associating those users with said identification address to permit communication to be established between those users and the cellular telephone system via the server terminal.
2. A telephone system according to claim 1 further comprising:
 - a plurality of interface systems each for providing a communication path between said transceiver and a switching network within a respective region, the switching network being connected to said telephone network and connectable to at least one of said interface systems when the vehicle is located in the region corresponding to that interface system thereby providing a communication path between said transceiver and said telephone network; and
 - control apparatus operable to select which one of said interface systems should provide the communication path to the transceiver when the vehicle is located in the regions corresponding to a plurality of interface systems.
3. A telephone system according to claim 1 or 2 in which said location data base is connected to said telephone network and is accessible to enable said network to locate each of said accepted users and thereby enable bi-directional communication between said telephone network and each of said identified users.

4. A telephone system according to claim 2 or claim 3 when dependent on claim 2 wherein said control apparatus is further operable to control simultaneously the handover of said established communication when the vehicle moves from a first one of said regions to a second one of said regions.
5. A telephone system according to claim 4 wherein said identification address remains unaltered as said vehicle moves from said first to said second respective regions.
6. A telephone system according to any preceding claim wherein said telephone system allows bi-directional communication between each user terminal in said vehicle and said telephone network.
7. A telephone system according to claim 2 or any of claims 3 to 6 when dependent upon claim 2 wherein each said interface system comprises a server satellite and at least one associated ground earth station.
8. A telephone system according to any one of the preceding claims wherein said vehicle transceiver comprises an aeronautical earth station for bi-directional communication via satellite to a ground earth station which is connectable to the telephone network.
9. A telephone system according to any preceding claim wherein said location database is stored in a mobile switching centre.
10. A telephone system according to any preceding claim wherein said user terminal is connected to said server terminal via a first fixed connection and said server terminal is connected to said vehicle transceiver via a second fixed connection.
11. A telephone system according to claim 10 wherein said first fixed connection is an RS-232 serial bus or USB.

12. A telephone system according to claim 10 wherein said first fixed connection is a universal serial bus (USB).

13. A telephone system according to claim 10 wherein said second fixed connection is a CEPT-E1 connection.

14. A telephone system according to any preceding claim wherein said user terminal comprises a cellular phone unit provided with an identification receptor for a subscription identifier of a user of the cellular telephone system.

15. A telephone system according to claim 14 in which the identifier is a SIM card or Smart Card.

16. A telephone system according to any one of claims 1 to 13 wherein said user terminal comprises a phone receptor for receiving a user cellular phone.

17. A telephone system according to claim 16 wherein said user cellular phone is adapted to deactivate radio transmission by the cellular phone when said cellular phone is connected to said phone receptor.

18. A telephone system according to any preceding claim wherein said server terminal comprises a personal computer (PC).

19. A telephone system according to any preceding claim wherein said location database identifies which user of the cellular telephone system is connected to a user terminal by a subscription identifier.

20. A telephone system according to claim 2 or any of claims 3 to 19 when dependent on claim 2 wherein said switching network and control apparatus comprise an internet network.

21. A telephone system according to claim 20 wherein said location database is an

Intranet location register.

22. A telephone system according to any preceding claim, wherein the vehicle is an aircraft.

23. A method of operating a telephone system within a vehicle to enable a plurality of users to simultaneously communicate with a ground based cellular telephone system, which method comprises:

establishing a fixed connection through a plurality of user terminals distributed on board the vehicle to a server terminal having an identification address;

establishing a connection between said server terminal and an onboard transceiver;

identifying users of the cellular telephone system when their identities are accepted by respective user terminals; and

associating identified users with said identification address to permit simultaneous communication to be established between those users and the cellular telephone system via the server terminal.

24. A method according to claim 23, further comprising:

establishing a communication path between said transceiver and a switching network via a satellite and associated ground station when said vehicle is in a respective region wherein said switching network is connected to said cellular telephone system.

25. A method according to claim 23 or 24, further comprising:

selecting which satellite should provide a communication path to the transceiver when the vehicle is located in a region corresponding to a plurality of satellites.

26. A method according to any of claims 23 to 25, wherein the vehicle is an aircraft.

27. A telephone for use in a telephone system for a vehicle comprising: a vehicle transceiver, on board said vehicle, and connectable to a cellular telephone network for

bi-directional communication therewith; a server terminal, on board said vehicle, connected to said transceiver and having an identification address; a plurality of user terminals, distributed on board the vehicle, each capable of accepting an identity of a user of the cellular telephone system and each connected to said server terminal whereby a plurality of users may communicate simultaneously with said network via the server terminal; and a location data base for identifying users of the cellular telephone system when their identifies are accepted by respective user terminals and for associating those users with said identification address to permit communication to be established between those users and the cellular telephone system via the server terminal; said telephone being adapted to prevent RF emission when connected in a vehicle.

28. A telephone system constructed and arranged substantially as herein described with reference to or as shown in Figures 1 to 3.

29. A method as herein described with reference to or as shown in Figures 1 to 3.

ABSTRACT**VEHICLE TELEPHONE SYSTEM**

A telephone system for a vehicle comprising: a vehicle transceiver, on board said vehicle, and connectable to a cellular telephone network for bi-directional communication therewith; a server terminal, on board said vehicle, connected to said transceiver and having an identification address; a plurality of user terminals, distributed on board the vehicle, each capable of accepting an identity of a user of the cellular telephone system and each connected to said server terminal whereby a plurality of users may communicate simultaneously with said network via the server terminal; and a location data base for identifying users of the cellular telephone system when their identifies are accepted by respective user terminals and for associating those users with said identification address to permit communication to be established between those users and the cellular telephone system via the server terminal.

Figure 1

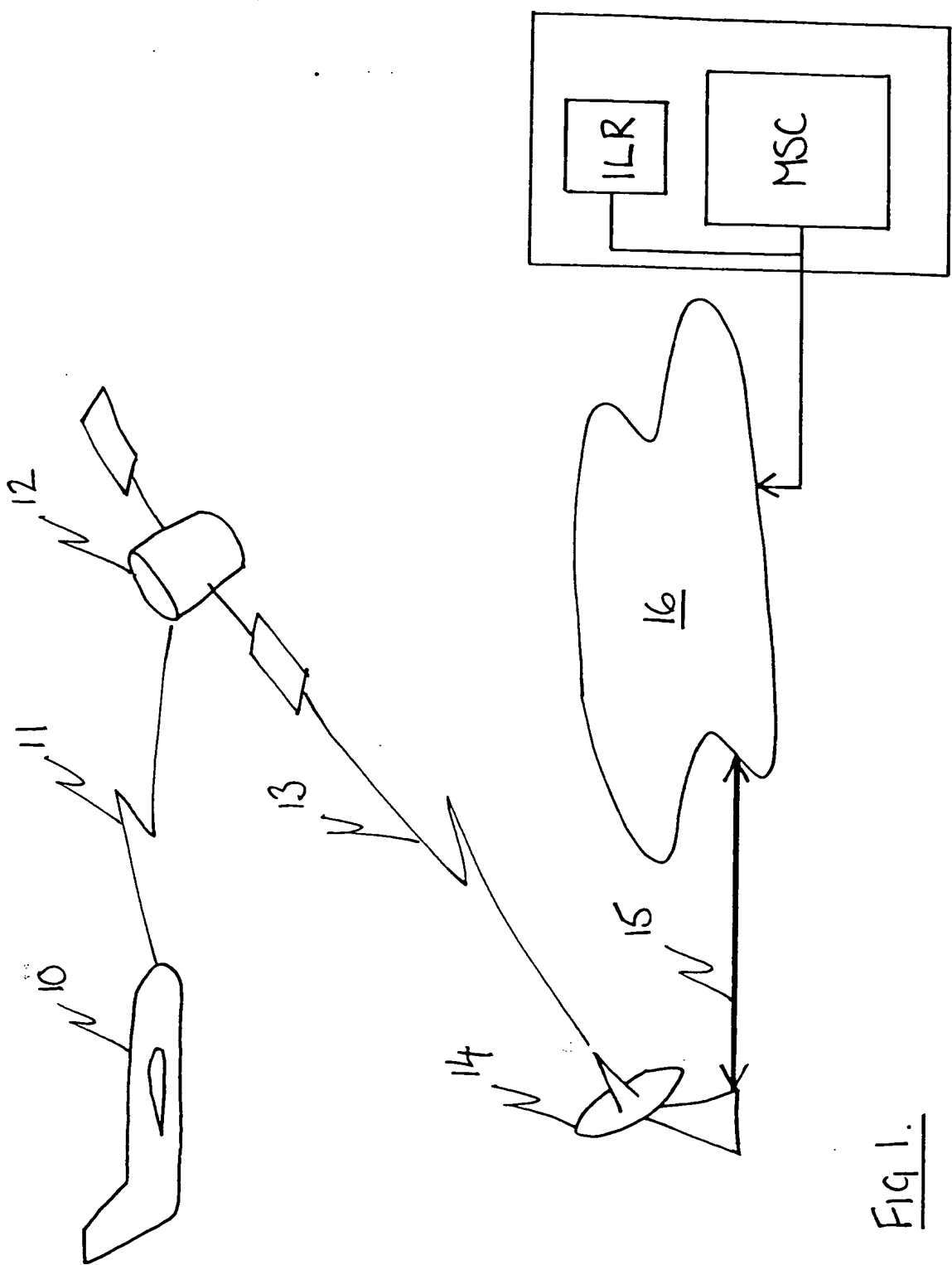


Fig 1.

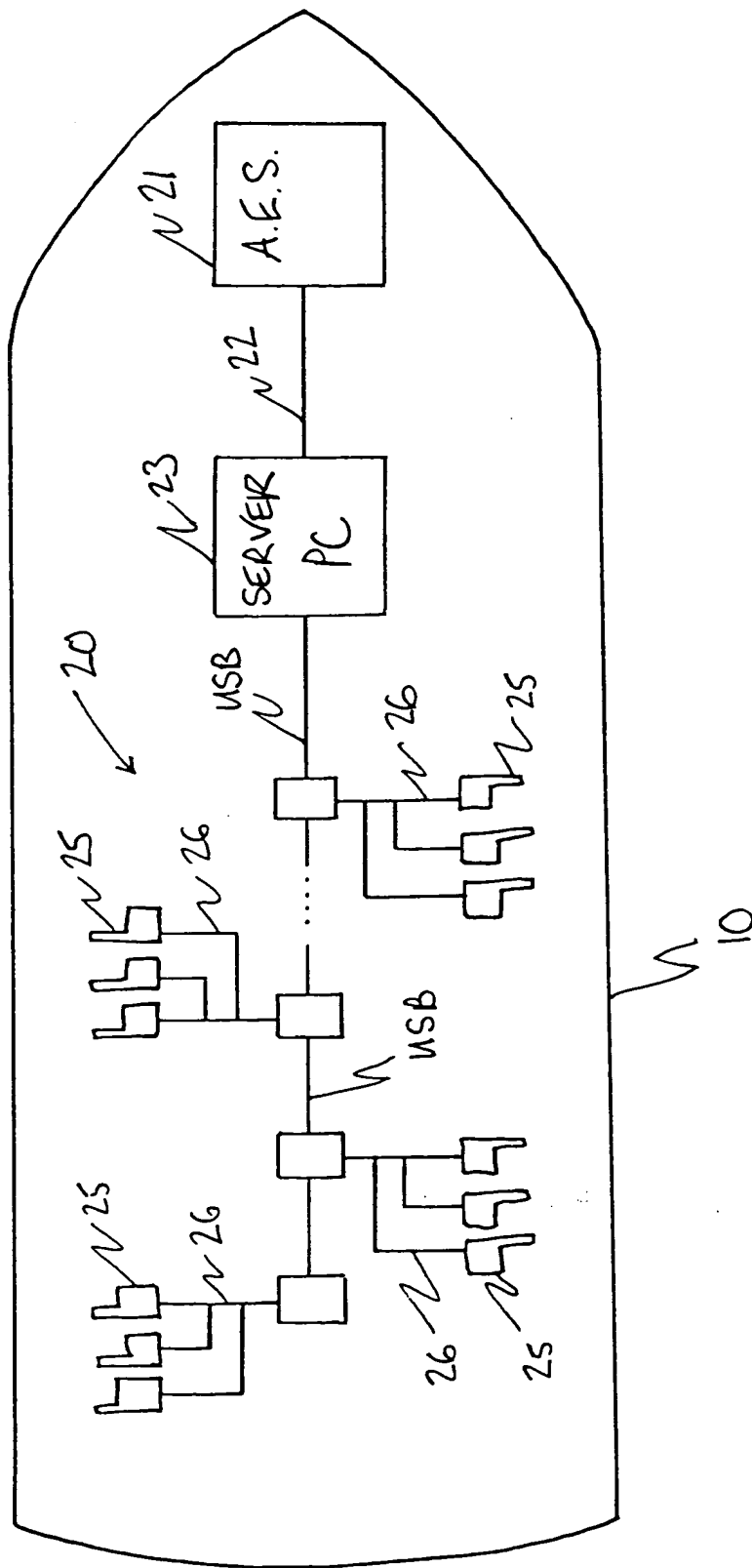


Fig. 2.

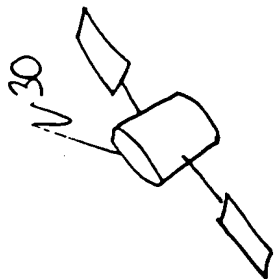
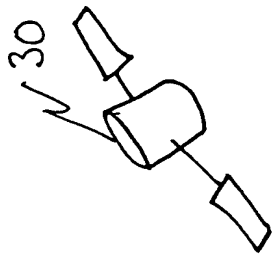


FIG 3.